

BlueMassMed

ANNEX 2 - BMM Scenarios

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	Name	Company
Author:		
Contributors:		



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ACRONYMS LIST

AIS	Automatic Identification System
BMM	Blue Maritime Surveillance System for the Mediterranean sea(BlueMaSSMed)
CCTP	Cahier des Clauses Techniques Particulières
COP	Common Operational Picture
DG MARE	Directorate-General for Maritime Affairs and Fisheries
EC	European Commission
EMSN	European Maritime Surveillance Network
EU	European Union
GIS	Geographic Information System
LRIT	Long-Range Identification and Tracking
MSS	Maritime Surveillance Systems
NAF	NATO Architecture Framework
PN	Primary Node
QoS	Quality of Service
SBCMP	Shared Basic Common Maritime Picture
SN	Secondary Node
SOA	Service Oriented Architecture
SOP	Standard Operating Procedures
TCP/IP	Transmission Control Protocol/Internet Protocol
VMS	Vessel Maritime System
WAN	Wide Area Network
XMSN	eXperimental Maritime Surveillance Network

REFERENCES

- A. CAHIER DES CLAUSES TECHNIQUES PARTICULIERES (CCTP). 09th August, 2010
- B. BluemassMed System View. 16th May, 2011

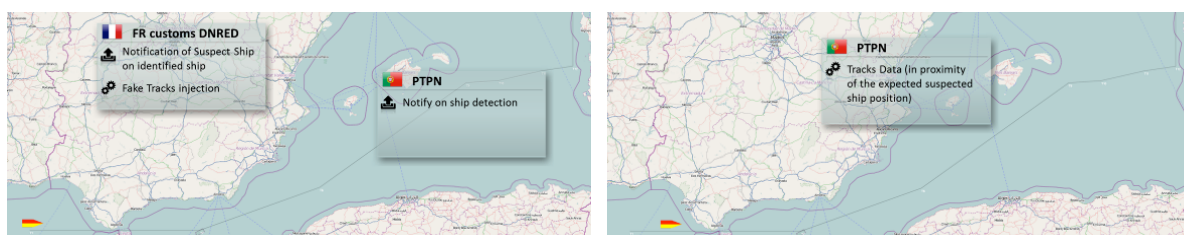


Part 1 - Scenarios

1.1 ILLEGAL TRAFFICKING OF DRUGS AND WEAPONS (Developed by FR PN)

As part of the data collected by aerial patrols and daily integrated within the BMM network by partners, a sloop is located and identified “Mouse”, its flag being visually identified as Malta, by the Portuguese Air Force just off Faro heading south east towards the Strait of Gibraltar.

The French Customs have set up an alarm owing to the services offered by BMM, with a list of pleasure boats of interests, among which is the sloop Mouse. Therefore, when this ship appears on the SBCMP in the waters off Faro, the alert is raised on the French Customs BMM working station.

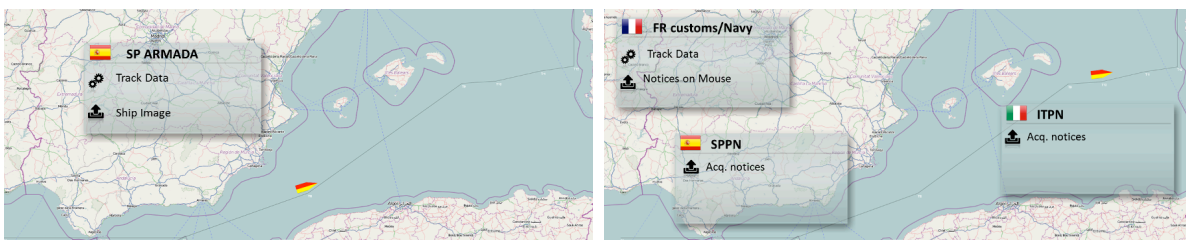


The French Customs post a message to the entire BMM Community, asking for feedback (positional data) in order to track Mouse. In the meantime, the French Customs send a message to the Maltese authorities in BMM, asking for the shipowner and other ID data about the sloop Mouse. The day after, a ship from the Spanish GC relocates the ship during a routine patrol crossing the Strait of Gibraltar, being informed about the BMM French request through its operational centre. A picture of the sloop is taken and sent with the positional data to the French Customs in the BMM network.



The sloop is appears to be bound for the south coast of Mallorca. SP Navy deploys a surveillance airplane to relocate the vessel which appears to be sailing eastward towards the coast of Corsica.

The French Customs together with other French authorities decide to send their own aerial means; it is observed that the sloop heading East towards Sardinia.

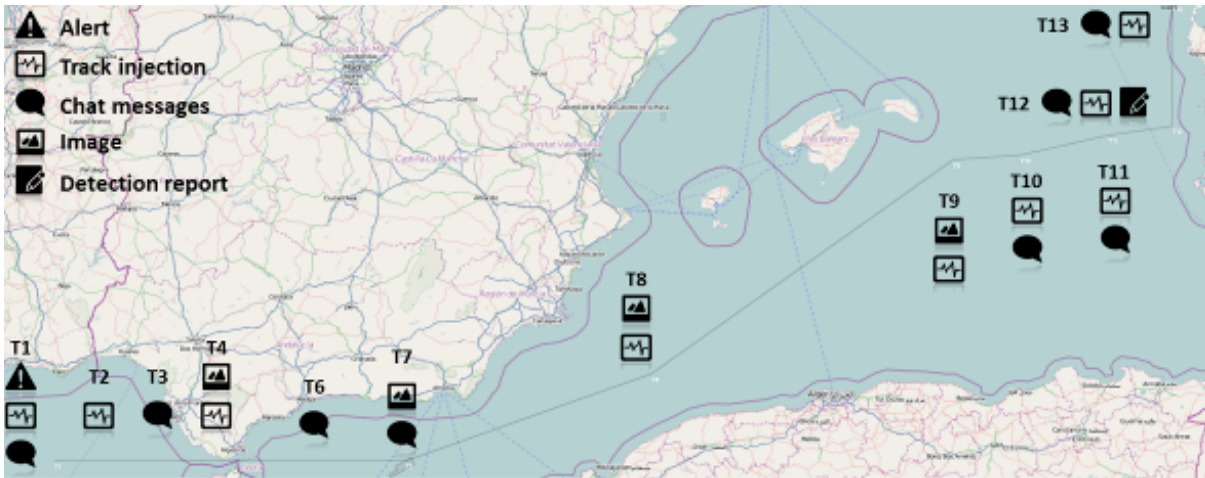


The French message remaining active within BMM, an Italian aircraft from the Guardia di Finanza identify the sloop arriving West of Sardinia but turning North towards Ajaccio.

It is decided to intercept the ship as soon as entering the French TW, and 1 ton of cannabis resin as well as several prohibited weapons are found.



The collaborative effort of BMM partners allows the effective detection, surveillance and tracking of a vessel suspect of committing illegal traffics. The collaborative effort allows for the interdiction of the vessel before reaches her final destination.

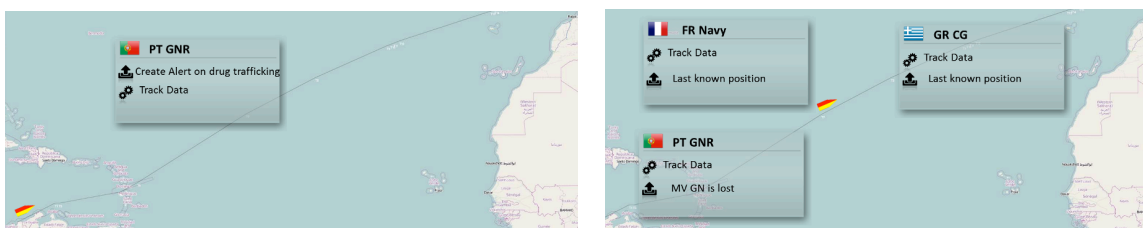




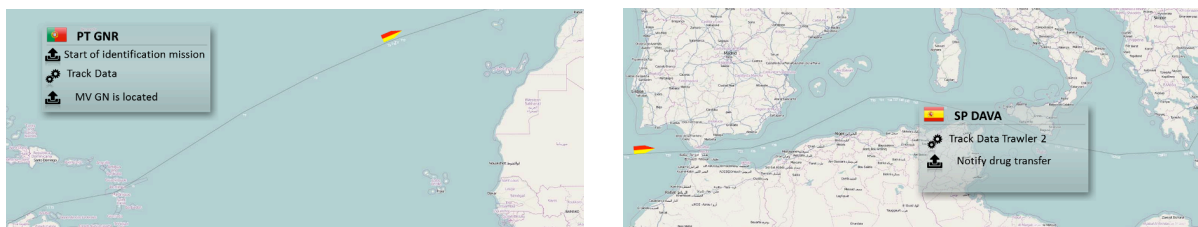
2.2 ILLEGAL TRAFFICKING OF NARCOTICS (Developed by PT PN)

EUROPOL has sent a warning notice about a motor vessel that left a port of the Caribbean Sea with a cargo of coffee beans to Piraeus, which disguise a large shipment of cocaine. Intelligence report confirms the intent of a drug cartel to transfer the drug cargo into trawlers in several locations along the Mediterranean Sea. The mother ship is going to be disguised with different color scheme and structural layout.

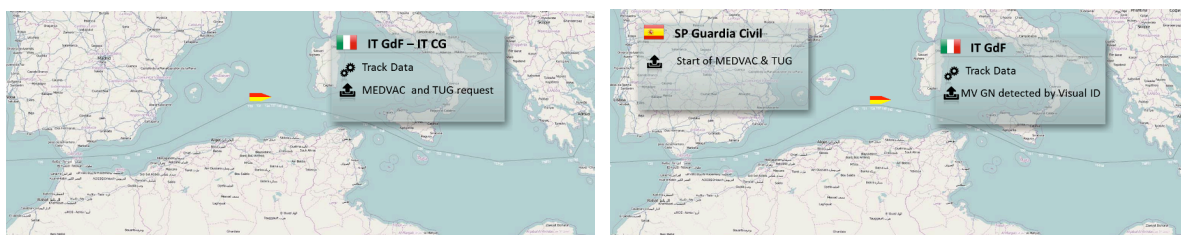
The PT GNR notifies to all users connected on the BMM Network an alert for suspect illegal activities on the M/V GN. Thanks to the Alert, different involved Authorities (IT Navy, SP Navy, FR Navy, GR Coast Guard and Malta AF) take the appropriate measures to reinforce their monitoring on the M/V GN.



The mother ship approaches the Strait of Gibraltar from a position South of Madeira Island following the regular commercial route. In the middle of the leg she changes her basic features to make difficult the identification while in the Strait. After the crossing, the mother ship sails towards a position close to the port of Almeria where she makes the first cocaine transfer to a trawler.

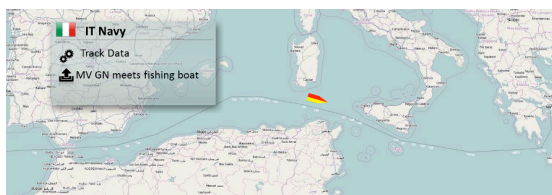


Pedro y Nines VIII, a Spanish vessel, sends an EPIRB emergency message in international waters just over the north-east Algerian border. IT GdF diverts a maritime patrol aircraft previously ordered to locate and identify the M/V GOODNOSE in the same area, in order to detect Pedro Y Nines VIII position. IT Coast Guard coordinates SAR mission, for the Italian side. Thanks to the BMM service federation, law enforcement authorities divert their assets in order to support the SAR operation

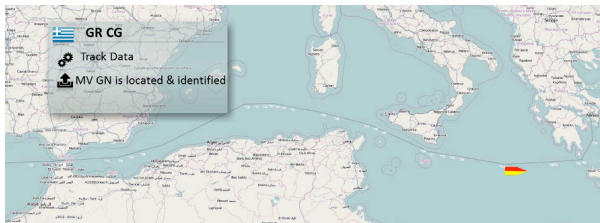




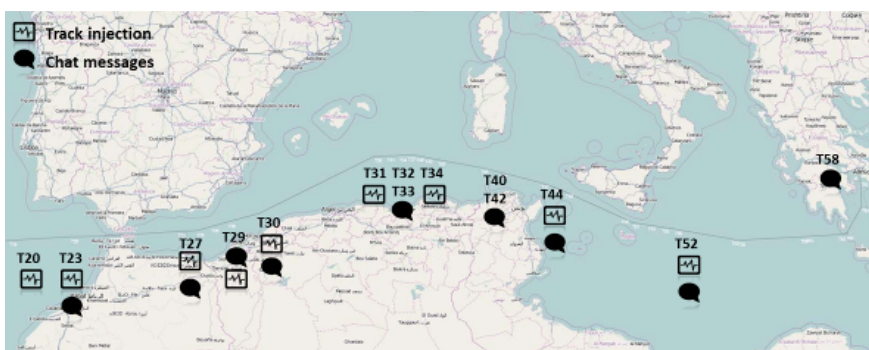
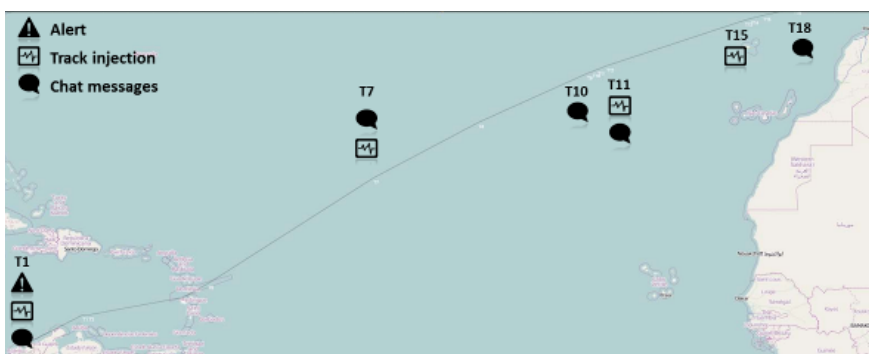
The next two legs lead the mother ship to hug the Algerian coast up to a location South of Sardinia Island where a new trawler pick up more of the cocaine cargo. In the course of the forth leg the vessels changes again her aspect.



The fifth leg ends up in a position between Sicily and Malta islands where cocaine cargo is transferred to two fast boats, and from there, and after a last change of features to return to the original ones, the vessel sails to Piraeus port where the final transfer is carried out to a pleasure boat.



Thanks to the BMM Service Federation, alerts generated within a specific Community are associated to ships in the SBCMP and shared among the other communities according to established privileges. Cross-sectorial cooperation is ensured: whilst performing law enforcement authorities diverts their assets in order to support the SAR operation.





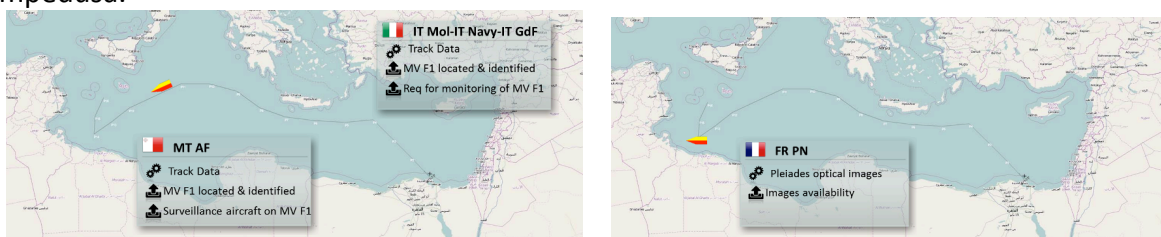
2.3 ILLEGAL TRAFFICKING OF PERSONS AND WEAPONS (Developed by IT PN)

Information sources have reported to the Ministry of the interior the presence, in the Suez Canal, of a Liberian-flagged cargo ship MVF1 which sailed from a port in the Pacific, carrying a cargo of goods in bulk and heading to Barcelona. The intelligence services within the international community have evidence that the vessel is involved in international illegal traffic of weapons. At the time of entry into the Mediterranean Sea, the cargo ship assumes a normal trade route. In the first part of its route, the vessel does not seem to display suspicious behaviour and keeps a route compatible with the declared intention of sailing towards Spain.

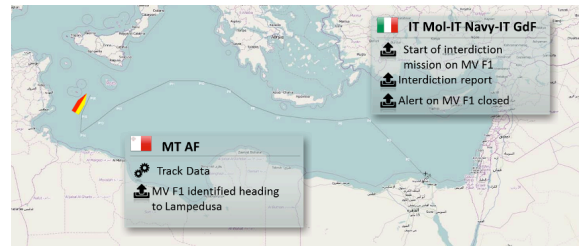
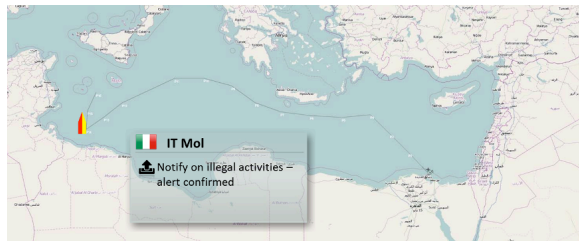
International Authorities inform the Italian Ministry of Interior on the presence, in the Suez Canal, of a Liberian-flagged cargo ship (MV F1) which sailed from a port in the Pacific, carrying a cargo of goods in bulk and heading to Barcelona. The Cargo is well known for being involved in international human and weapons trafficking activities .The Italian Ministry of Interior informs the BMM community on suspected ship and request information on MV F1.



Later during the voyage, the MV F1 diverts from the planned route and heads towards Malta. When the ship is close to the isle of Malta, it is identified by an ATR 42 aircraft of ITA Guardia di Finanza in flight for a planned maritime surveillance mission in the sea south of Lampedusa.



The operation room of Guardia di Finanza confirms that the reported vessel is used for illegal trafficking and is already monitored by various law enforcement agencies in Europe. Guardia di Finanza sends its report to the Ministry of Interior - Central Directorate of Immigration and Border Police. The cargo is then monitored several times, until it is detected riding at anchor, for some days, about 40 miles off the Tunisian port of SFAX. The movements of the cargo and the small boats are monitored by surveillance means (aircraft and satellites) of BMM partners. Once the people (probably illegal migrants) have embarked, the cargo continues navigation, heading directly towards the southern Italian coast.



Thanks to the BMM federated services, the ship is constantly monitored by BMM agencies during its voyage. When MV Fortress is detected inside the Italian territorial waters of Isle of Lampedusa, Ministry of Interior decide to start a police operation aimed at identifying those responsible for trafficking of weapons and checking the ship for illegal migrants on board.

